

1 NATIONAL TRANSPORTATION SAFETY BOARD
2 VERBATIM TRANSCRIPT OF INTERVIEW WITH
3 QC

4 STS3(SS)BRANDON J. BOWIE, USN

5
6 CONDUCTED AT COMMANDER, SUBMARINE SQUADRON 1 CONFERENCE
7 ROOM, 822 CLARK STREET, BUILDING 661, PEARL HARBOR, HAWAII

8
9 ON 15 FEBRUARY 2001

10
11 MR. ROTH-ROFFY: Time is now 1518, and the date is the 15th
12 of February 2001. We are here interviewing Petty Officer
13 Bowie. Good afternoon, my name is Tom Roth-Roffy and I am
14 an accident investigator with the National Transportation
15 Safety Board. We are here investigating the accident that
16 occurred between the USS Greenville and the fishing vessel
17 EHIME MARU that occurred on the 9TH of February 2001. Also
18 joining in today's interview are representatives from the
19 United States Coast Guard and United States Navy. For your
20 information, the National Transportation Safety Board is an
21 independent Federal Agency, responsible for investigating
22 transportation accidents in the United States. The purpose
23 of our investigation is to determine the cause of
24 transportation accidents. Umm, and to make recommendations
25 to prevent future accidents. Ah, we make no effort to
26 assign blame or fault to any person or agency. Our
27 investigation is focused strictly on safety and preventing
28 reoccurrence of an accident. We are not a legal
29 investigation; we have no legal authority, ah to penalize
30 or to make laws, or any sort of other legal functions. If
31 you desire you may have someone assist you with the
32 interview.

33
34 MR. ROTH-ROFFY: Ah, at this time, would you like to have
35 someone help you or do you figure -- ah feel that you can
36 make it through the interview on your own?

37
38 WIT: I think help would be nice.

39
40 MR. ROTH-ROFFY: Ok. Also joining me ah at the table, at
41 the interview table, today are the other investigators and
42 I'd like them to introduce themselves at this time.

43
44 Mr. WOODY: I am Bill Woody from the Safety Board.

1 LT JOHNSON: I am LT Charlie Johnson with the United States
2 Coast Guard and joining me--he is out of the room
3 currently--is LT(jg) Ken Kusano, also from the Coast Guard.
4
5 LCDR SANTOMAURO: LCDR Rick Santomauro, SUBPAC EMO.
6
7 CDR CACCIVIO: CDR Caccivio, SUBPAC.
8
9 CAPT KYLE: CAPT Tom Kyle from COMSUBPAC.
10
11 MR. ROTH-ROFFY: Ok, with all the introductions complete
12 ah, I'd like now for you Mr. Bowie ah, Petty Officer Bowie,
13 if you would please, ah try to think back ah, back in time
14 to Friday morning, February 9th. And in your mind try to
15 think what you were doing. Try to visualize if you could,
16 from your visual memory, all the activities that you were
17 doing, during Friday morning, and into Friday afternoon up
18 until the time of the collision with the fishing vessel.
19 And please provide as much detail as you can. Ah, if you
20 have any times that you can throw in to associate events
21 that would be helpful. Ah, you know what people told you,
22 what you heard, what you may have told other people. And
23 I would like to ah, for you to go completely through your
24 narrative from start to finish without interruption, ah
25 with any questions. After you finish your narrative, then
26 we will go ahead and ask you more specific details of what
27 you told us. And so again just try to visualize what you
28 were doing on ah Friday morning as the vessel is getting
29 ready to get underway.
30
31 WIT: Okay. Friday morning I believe muster on station was
32 0500. Umm, I am not sure of that. We turned two on all
33 hands cleanup ship. To get the ship ready to receive
34 guests. We cleaned from um - ah believe 0545 to 0645. Um,
35 the next thing I remember, is ah, making preparations to
36 station the maneuvering watch. Bridge personnel man the
37 bridge, ah usually 15 minutes prior to maneuvering watch.
38 At that point, I took ah, my station in the maneuvering
39 watch early. I was ah, topside watch; maneuvering watch.
40 So, I was topside to greet the guests. I remember the
41 guests coming onboard. I don't remember the time exactly.
42 After that maneuvering watch was stationed, we ah, cast off
43 all lines, and ship was underway. During this underway, I
44 wasn't officially on the watchbill to ah I wasn't
45 designated to stand watch in the section. I was assigned
46 to a clean team, but ah since the fathometer or the bottom
47 sounder had to be manned because of our proximity to land I

1 supported my division by ah um standing watches in sonar so
2 we can man the watch stations we needed to man. So I
3 assumed the watch in sonar approximately it was off and on
4 in between the period of 0900 and until after the
5 collision. But I was on watch at the point of ah - I'm
6 trying to remember the time, the best time for you - - see
7 I took the watch in sonar as passive Broadband operator
8 approximately 0930 or 0945. And during that time before
9 the collision, ah I don't remember the exact amount of
10 time, after I took the watch that I gained the contacts.
11 The contacts I remember holding were sierra 12, sierra 13,
12 and a sierra 14. And some intermittent ah that came and
13 went. I remember sierra 10 at one point. I held sierra 12
14 and 13 for quite some time and 14 also. 14 shortly after
15 sierra 12 and 13. All three of those contacts were around
16 centered around north. We then commenced high speed rudder
17 angles. Stern planed angles, diving, rising, hard right
18 rudder angles; hard left. After ah after we completed the
19 rudder angles own ship was going ah on course approximately
20 north. Ah, I had sierra 12 and 13 on the left drawing left
21 slightly. I had sierra 14 on the right drawing left also
22 slightly, slight bearing rights. I am not 100 percent sure
23 to the position of the sierra numbers, it might not have
24 been sierra 12 and 13 to the left sierra 14 to the right.
25 I do remember I had those three, two on the left drawing
26 left and one on the right drawing left. At that - -
27 exactly after the captain came threw sonar and ask if we
28 had any contacts, sonar supervisor said "Yes, sir" and
29 explained the contacts out there and then he went to
30 control a very brief walk threw. We then did a ah, baffle
31 clear maneuver over 120 degrees to the right, we came near
32 course south. Putting those three contacts right outside
33 the port baffles. During the baffle clearing maneuver, the
34 XO was in sonar. Sonar supervisor was there, he had the
35 class operator and another senior sonarman in the shack.
36 After we steadied on course south approximately, I did an
37 acoustic search and found no other contacts except the
38 three I was tracking, sierra 12, 13, and 14. As I remember
39 it we came up to PD on that course. Or near ah course
40 south. I just heard normal trip to PD no problems. Got to
41 periscope depth. I heard over the open mike in control, no
42 close contacts. I heard ESM report no close contacts.
43 Sonar then reported no close contacts. I returned my
44 display to three time history display. Um, about three
45 minutes or less um, I overheard over the open mike captain
46 ordered emergency deep and also a course change I don't
47 recall whether if it was to the left or right. Shortly

1 after the ship was at 400 feet the captain then ordered
2 emergency surface. We began to ascend, I believe it was a
3 25 degree up angle and then the... the collision occurred.
4 And there was two distinct impacts. The first one as we
5 were ... you felt the bow break the surface and begin to come
6 back down you felt the initial impact and as we started to
7 come back down the second impact. After that I looked at
8 the display and I gained or regained the contacts I was
9 tracking before. I regained the sierra 12, sierra 13, and
10 sierra 14. And I also gained the sinking vessel.

11
12 MR. ROTH-ROFFY: Could you, ah, this is Tom Roth-Roffy,
13 could you just continue on a bit further?

14
15 WIT: Sure thing. At that point I was very uh, I guess you
16 can say shaken up. I didn't know, um I just wanted to get
17 the contacts we had in ATF. Um, Sonar supervisor at the
18 time STS1 McGiboney, was in the shack. STS1 Holmes came
19 in, Petty Officer McGiboney had to assist in the man
20 overboard rigging. He then left the shack. Holmes assumed
21 the watch as sonar supervisor. During this I overheard the
22 open mike the captain, I guess he first visually saw the
23 vessel there and he said he said the name of the vessel and
24 he was ordering course changes to the helm and speed
25 changes to assist in um search and rescue. I really
26 couldn't tell you with accuracy what contacts I gained
27 after that. It wasn't many. Another sonarman came in and
28 I asked to be relieved at that time, about thirty to forty-
29 five minutes after the collision.

30
31 MR. ROTH-ROFFY: Now, we understand that there were some
32 civilian guests aboard the submarine? Could you describe
33 for us at what point these guests were in the sonar when
34 they left and whether or not they were in the sonar room
35 during these uh periscope depth and uh emergency deep and
36 surfacing drills?

37
38 WIT: No, sir. No civilians were in the sonar during
39 baffle clear maneuvers, or periscope depth trip, or
40 emergency deep, or emergency surface evolution, at any
41 time.

42
43 MR. ROTH-ROFFY: At what time were they in the sonar room?

44
45 WIT: Earlier. I don't recall seeing guests pass through
46 sonar, of course I was in and out of sonar most of time.
47 As I was on watch, there were no guests in there.

1
2 MR. ROTH ROFFY: Okay, that is about all the questions I
3 have for right now for you Petty Officer Bowie, what I
4 would like to do is turn over the questioning to.
5
6 MR. WOODY: I have just a couple. You said something about
7 in and out of sonar, what was that about?
8
9 WIT: Well, I came in at times briefly to relieve the on
10 watch sonarman for head calls or just to support. We were
11 undermanned because they didn't take into account that the
12 fathometer or bottom sounder had to be manned. So, there
13 were two sonarman that went underway that were not assigned
14 to the watchbill, that were not assigned to stand watch in
15 sonar. So, we came in at random times to relieve or in
16 support of the sonar division so we could man those
17 watches.
18
19 MR. WOODY: So, if I may understand you were doing
20 something called bottom sonar er. . . bottom fathometer
21 manning for the time?
22
23 WIT: I never, I never took the watch on the fathometer.
24 What I do was relieve the sonarman in the shack and he
25 would go out and stand the bottoms sounder watch.
26
27 MR. WOODY: Was there a bottoms sounder watch required at
28 all times?
29
30 WIT: Yes there was.
31
32 MR. WOODY: What does this entail? Bottom Side Watch?
33
34 WIT: Bottom Sounder. It measures total water depth
35 beneath the keel. To, so the ship can avoid running
36 aground. That is its main priority. It was secured after
37 the collision, because they needed someone to take logs for
38 communications.
39
40 MR. WOODY: So, your ship's practice is then is when it is
41 submerged to have a watch on this sounder.
42
43 WIT: Well, usually inside of 12 nautical miles of land a
44 bottom sounder is manned. We were outside that that range
45 but we still manned the bottom sounder.
46

1 MR. WOODY: Maybe this is another thing I heard you say,
2 uh, it might be moving in and out of sonar the sonar shack?
3 Did you stay just outside, and we were talking a while ago
4 you said the captain came in for a quick brief uh change
5 courses, make course changes, clear the baffles, change
6 courses south and something along there you said something
7 like "just outside"?
8
9 WIT: The port baffles.
10
11 MR. WOODY: Just outside the port baffles.
12
13 WIT: We were in - -
14
15 MR. WOODY: How many contacts were there? Would you
16 explain that to us?
17
18 WIT: Sure. The three contacts that we had were centered
19 around north. Here. When my own ship maneuvered to south
20 it put these three contacts in our baffles which are here -
21 - our sensor is a sphere it sees in front of us. Baffles
22 is where our own ship is. Sensor can't hear that. It put
23 them right outside the port baffles. One of them, one of
24 them, was inside the baffles and the other two were
25 outside.
26
27 MR. WOODY: So, two of three were outside one of them was
28 inside?
29
30 WIT: I don't remember exactly which one was which.
31
32 MR. WOODY: You don't remember.
33
34 WIT: I just remember that they were close to the port
35 baffles. We had been tracking these contacts for some time
36 now.
37
38 MR. WOODY: Now, the losing track of the location of the
39 consoles in your sonar track. Is the one your on, I see on
40 the sketch is called the passive broadband.
41
42 WIT: Yes, the one to the left.
43
44 MR. WOODY: Okay. Is that the one closest to the curtain?
45
46 WIT: No. It is the second one from the curtain.
47

1 MR. WOODY: Okay. What was happening on the other console,
2 the other console, work load share, that I see closest to
3 the curtain?
4
5 WIT: He was taking logs, he was also attempting to get
6 screw blade information on these contacts.
7
8 MR. WOODY: Did he ever get any?
9
10 WIT: That I do not know.
11
12 MR. WOODY: Okay. Just bear with me. Screw blade
13 information that he is logging in?
14
15 WIT: Work load share, he -- he works on classification of
16 contacts. He will determine screw blade by ah cavitation
17 noises, he will be able to see ah blade rates, determine
18 number of blades on a screw, RPM, and from that, classify
19 these contacts.
20
21 MR. WOODY: Is that done aurally or ah - -
22
23 WIT: No, it is visually.
24
25 MR. WOODY: Visually.
26
27 WIT: It is on a display called demon.
28
29 MR. WOODY: Um
30
31 WIT: Demodulated noise.
32
33 MR. WOODY: Okay. I think that this is all I have at this
34 time.
35
36 LT JOHNSON: LT Johnson, couple of questions for you here.
37 You heard, you said you heard the ESM watch stander
38 actually make a report?
39
40 WIT: Yes.
41
42 LT JOHNSON: What was the report you heard the ESM watch
43 stander make?
44
45 WIT: No close contacts.
46

1 LT JOHNSON: Can he get ranges on contacts in ESM or is
2 that just a standard?
3
4 WIT: I am not sure.
5
6 LT JOHNSON: You don't know. Okay. Um, you said that you
7 were tracking Sierra 12, 13, and 14?
8
9 WIT: Yes, sir.
10
11 LT JOHNSON: And then after the collision, you regained
12 them. Did you get a screw blade count on 12, 13, and 14?
13
14 WIT: I don't know sir. If ah, workload share did or if he
15 didn't I don't know.
16
17 LT JOHNSON: You don't know. How, in the absence of a
18 screw blade count, how can you, how do you know you
19 regained, in other words, how do you know that 13 is 13 and
20 14 is 14 and 12 is 12?
21
22 WIT: By bearing and by bearing rate, if the dimus traces
23 look similar then similar in the bearing that you last held
24 it at, I always use the same contacts.
25
26 LT JOHNSON: So if you pick it up on the bearing, so there
27 is no other way you could tell is the same contact?
28
29 WIT: You could also tell aurally. By listening to it.
30
31 LT JOHNSON: And what. . . what tips you there? You have
32 to bear with me because I am not a sonar guy so.
33
34 WIT: Okay. A merchant or a trawler will have different
35 aural characteristics. A merchant will sound sluggish and
36 like it is trying to work really hard. Trawlers will be
37 off and on.
38
39 LT JOHNSON: Uh-um.
40
41 WIT: But, to classify a merchant from this merchant
42 aurally is you couldn't do it.
43
44 LT JOHNSON: What were these guys? Were they merchants or
45 trawlers or what were they?
46
47 WIT: Um, I don't know sir.

1
2 LT JOHNSON: Were they different? Was 12, 13, and 14 all
3 different? Distinct different sounds?
4
5 WIT: Ah, not very different, but yes they were different.
6 They were at different speeds, different RPM's, you could
7 hear the. . . ah. . . the screw going threw the water at
8 faster rates.
9
10 LT JOHNSON: Twin screws, single screws?
11
12 WIT: That I don't know sir you would have to look at demon
13 to find out that information.
14
15 LT JOHNSON: Is there anything in the logs in front of you
16 that might help you with that?
17
18 (The witness reviewed the logs).
19
20 WIT: There doesn't look like there is any screw blade
21 information for sierra 12, 13, and 14.
22
23 LT JOHNSON: Okay, um, was your demon operational?
24
25 WIT: Yes it was.
26
27 LT JOHNSON: It was, okay. Um, were there ever a time
28 where you and the um the under-instruction watch were alone
29 in sonar?
30
31 WIT: Yes. As far as without a sonar supervisor?
32
33 LT JOHNSON: Yeah, just the two of you?
34
35 WIT: No.
36
37 LT JOHNSON: No. Okay was there times when he was not
38 supervised by the qualified watch?
39
40 WIT: Yes.
41
42 LT JOHNSON: How many times did that occur during this
43 turnover?
44
45 WIT: At one time that I remember, sir.
46
47 LT JOHNSON: And for how long was that?

1
2 WIT: A brief period, ah his over-instruction is not
3 officially stationed as a over-instruction. It's its
4 common practice. It is the way I did it. It is the way
5 junior sonarmen do it to sit the stack until you qualify.
6
7 LT JOHNSON: Okay. Say that again, the over-instruction is
8 the qualified guy, is that right?
9
10 WIT: Right, but there is no over-instruction. He was
11 there for senior guidance, um he wasn't officially
12 stationed as a over-instruction. The knowledge you get out
13 of "A" School is enough to get you started on the stacks.
14 I don't know, I don't know if it is in some OP guideline
15 but it is the way I did it; it is the way that every other
16 sonarman that has come onboard has done it. Until you
17 qualify for the watchstation you sit in the stack. The
18 sonar supervisor is most of the time the overall
19 supervisor.
20
21 LT JOHNSON: So, you could have an under-instruction
22 watchstander in there that is not being directly supervised
23 by a qualified watchstander? Is that what you are saying?
24 Other than the sonar sup?
25
26 WIT: Yes, sir. Um, since I have been onboard it is common
27 practice to have nonqualified people, personnel sit the
28 watch station in sonar until they are qualified.
29
30 LT JOHNSON: What is the normal watch requirements for
31 sonar underway submerged? Steaming for a lack of better
32 term. . .what are your normal requirements?
33
34 WIT: Um, Passive broadband operator, primary duty is
35 safety of the ship.
36
37 LT JOHNSON: Okay. And one guy is the passive broadband
38 operator, that was you right?
39
40 WIT: That was me.
41
42 LT JOHNSON: Okay, so what else do you have in there
43 normally?
44
45 WIT: Workload share.
46
47 LT JOHNSON: Okay, that is a qualified person.

1
2 WIT: Um, not necessarily, the broadband is not necessarily
3 a qualified person.
4
5 LT JOHNSON: Who is required to be qualified in sonar while
6 you are underwater. Your broadband is not required to be
7 qualified person or your workload share operator?
8
9 WIT: Um, I don't know sir, I have never seen it to where
10 they are both nonqualified people in the shack at once. I
11 have never seen it that way.
12
13 LT JOHNSON: Uh-huh.
14
15 WIT: But there has been nonqualified people sitting.
16
17 LT JOHNSON: Let me ask you a different way maybe I am
18 confusing you. In a normal watchbill the 3 section or 4
19 section watchbill the sonar watch or any particular watch,
20 how many people comprise that watch?
21
22 WIT: With towed arrays deployed or not?
23
24 LT JOHNSON: Ah, not.
25
26 WIT: Ah, okay. Three operators and the sonar supervisor.
27
28 LT JOHNSON: So that is four people normally.
29
30 WIT: Yes.
31
32 LT JOHNSON: Is it normally required that those four people
33 are qualified to stand the watch?
34
35 WIT: Yes.
36
37 LT JOHNSON: That's without trainees, trainees are an
38 addition to the four required, is that correct?
39
40 WIT: Um, I have seen it both ways sir. I have seen it a
41 four section watchbill having one nonqualified person that
42 rotates through the watch stations.
43
44 LT JOHNSON: Are you um, do you guys get any type of
45 briefing prior to coming to periscope depth in sonar from
46 either your supervisor or anyone else?
47

1 WIT: We usually do a periscope depth brief.
2
3 LT JOHNSON: Did you do one this time?
4
5 WIT: Not that I recall.
6
7 LT JOHNSON: Did your sonar supervisor discuss any issues
8 with you prior to coming to periscope depth?
9
10 WIT: Not that I recall. Issues as far as what sir?
11
12 LT JOHNSON: Contact picture, what we are looking for what
13 is out there, concerns, future evolutions.
14
15 WIT: Ah, no sir. We have gone to PD numerous times it was
16 just the ordinary PD trip. Don't, don't take me wrong, we
17 usually do a periscope depth brief and were never negligent
18 at all when conducting that evolution.
19
20 LT JOHNSON: Did the officer of the deck request any
21 contact information from sonar?
22
23 WIT: Not that I recall sir, no.
24
25 LT JOHNSON: Did you hear him request any other information
26 from anybody else on your open mike regarding the contact
27 surface picture?
28
29 WIT: No sir. I didn't hear that.
30
31 LT JOHNSON: Earlier you said that um you had sierra 12 and
32 13 located on your left and sierra 14 was on your right.
33 Now sierra 12 and 13 I heard you say two different things.
34 I heard you say one time, you said that they were drawing
35 left and then one time that they were drawing right. Do
36 you know which way they were drawing?
37
38 WIT: All the contacts had a slight bearing rate to the
39 left.
40
41 CAPT KYLE: To the left, okay.
42
43 WIT: What I was saying before, was that I wasn't exactly
44 sure if sierra 12 and 13 were to the left and 14 to the
45 right. I don't know the order that they were um in. I
46 mean it could have been 13 and 14 to the left and 12 to the
47 right.

1
2 LT JOHNSON: Have you read the commanding officer's
3 standing orders on clearing baffles?
4
5 WIT: No sir.
6
7 LT JOHNSON: Are you aware that there are standing orders
8 for clearing baffles?
9
10 WIT: Yes, sir.
11
12 LT JOHNSON: What about coming to periscope depth, have you
13 read the commanding officer's standing orders on that?
14 As far as duties and responsibilities?
15
16 WIT: No, sir.
17
18 LT JOHNSON: You have not?
19
20 WIT: No sir.
21
22 LT JOHNSON: Okay. Is it possible that based upon the fact
23 that you said you reacquired contacts that you redesignated
24 them based upon bearing information that there could have
25 been some confusion after the collision you could have
26 redesignated possible 14 for 12, and 12 for 13, and 13 for
27 14. Is there a possibility for confusion there?
28
29 WIT: Yes sir there is a possibility for confusion.
30
31 LT JOHNSON: Was your sonar equipment working good that
32 day?
33
34 WIT: Yes sir.
35
36 LT JOHNSON: Did you track the ship possibly all the way
37 down as it sank?
38
39 WIT: I don't remember clearly sir.
40
41 LT JOHNSON: Could you hear it at all going down?
42
43 WIT: Yes, sir.
44
45 LT JOHNSON: What were you hearing?
46
47 WIT: Air bubbles.

1
2 LT JOHNSON: Okay, anything else?
3
4 WIT: Water noises.
5
6 LT JOHNSON: Did you hear it hit the bottom?
7
8 WIT: No sir.
9
10 LT JOHNSON: You didn't track it or you just lose it? I am
11 trying to get a feel for the water that is what I am trying
12 to do here.
13
14 WIT: No, sir. I didn't hear it hit the bottom sir, no.
15
16 LT JOHNSON: Okay. I am going to give you one second here
17 real quick. Did you um, during your emergency surfacing
18 did you hear your captain come over the 1MC at all during
19 that evolution?
20
21 WIT: Yes sir.
22
23 LT JOHNSON: You did, during the emergency surfacing. What
24 was he saying?
25
26 WIT: Ah, he was, he was ah announcing ship's depth as
27 we're ascending. And some other things that I can't
28 remember sir.
29
30 LT JOHNSON: Were you actively listening to the captain on
31 the 1MC?
32
33 WIT: No sir.
34
35 CAPT KYLE: You were not actively listening to the Captain?
36
37 WIT: No sir.
38
39 LT JOHNSON: Did you have phones on?
40
41 WIT: Yes sir.
42
43 LT JOHNSON: What were you listening to when you had the
44 phones on?
45
46 WIT: The water.
47

1 LT JOHNSON: Does the 1MC interrupt the noise on your
2 phones?
3
4 WIT: Not really sir. I mean I can hear it, but its not,
5 its not very interrupting.
6
7 LT JOHNSON: Is it distracting when someone is on the 1MC
8 for you?
9
10 WIT: You're prone to listen to it.
11
12 LT JOHNSON: Does that take your attention off your
13 equipment if you're listening to your captain on the 1MC?
14
15 WIT: It could possibly sir. In my case it didn't really.
16 Because I had an indication of ship's depth. We have done
17 it before, so.
18
19 LT JOHNSON: Do you have any feel because I know where
20 sonar is located there is a curtain that separates you from
21 the control room and there is also an open mike, right?
22
23 WIT: Yes, sir.
24
25 LT JOHNSON: What was the noise level like in the control
26 room during these evolutions from emergency deep to coming
27 up?
28
29 WIT: It wasn't loud at all sir.
30
31 LT JOHNSON: It was very quiet?
32
33 WIT: I think at the time of the angles and dangles people
34 were just trying to hang on.
35
36 LT JOHNSON: Right.
37
38 WIT: They weren't really saying much.
39
40 LT JOHNSON: But you did hear the captain on the 1MC and
41 that did not distract you from listening?
42
43 WIT: No sir.
44
45 LT KUSANO: How many PD's have you done? Or how many PD's
46 when you are on watch?
47

1 WIT: Just on this underway?
2
3 LT KUSANO: No, no.
4
5 WIT: Total?
6
7 LT KUSANO: Yeah. Hundreds?
8
9 WIT: I wouldn't say hundreds sir. I don't know sir.
10
11 LT KUSANO: You've done it before?
12
13 WIT: Yes, sir.
14
15 LT KUSANO: Have you ever been in a position before where
16 you guys were heading towards heading on a course huh,
17 where you had contacts?
18
19 WIT: One situation that I recall sonar supervisor that's
20 no longer on board aborted a PD trip. I was on broadband
21 also at the time. There really was no risk, he just ah, he
22 didn't feel right doing it. So he aborted it.
23
24 LT KUSANO: He aborted it?
25
26 WIT: And that's, that's . . .er that can happen and no one
27 gets mad at anyone for doing that.
28
29 LT KUSANO: Did you initially call out for that one or did
30 your sonar sup pick it up?
31
32 WIT: If I hear a contact I will tell the sonar sup while I
33 put a tracker on it and he'll make a decision on what he
34 needs to do.
35
36 LT KUSANO: So you felt I mean you didn't you know have any
37 pressure on you for aborting a PD.
38
39 WIT: No sir. On the way to a PD if there is anything
40 there I am definitely going to, gonna gain it and report
41 it.
42
43 LT KUSANO: You obviously knew that you guys were going PD,
44 but you guys did not have a brief, correct?
45
46 WIT: Not that I remember sir.
47

1 LT KUSANO: And then what in your mind did you think was
2 going to take place next?
3
4 WIT: I knew that we were going to PD and do periscope
5 search.
6
7 LT KUSANO: Did you know why you were going to PD?
8
9 WIT: Yes sir. I knew that its, we normally go to PD and
10 do a visual search before going deep and doing an emergency
11 surface and I knew that was going to occur.
12
13 LT KUSANO: Did you happen to be aware of which course you
14 guys were going to be going when you guys were going to do
15 the emergency surfacing?
16
17 WIT: No, sir.
18
19 LT KUSANO: No. Okay. How long have you been qualified as
20 a sonar operator?
21
22 WIT: Over a year.
23
24 LT KUSANO: Over a year. One thing I just have to get
25 clarification on. Did you say the CO, the commanding
26 officer ordered the emergency deep or was it the officer of
27 the deck?
28
29 WIT: I said the CO did, but I am not 100 percent sure on
30 that. I heard an order for emergency deep.
31
32 LT KUSANO: And at that time you knew that you guys were
33 starting you're - -
34
35 WIT: Yes.
36
37 LT KUSANO: Did you pick up on the course orders any change
38 of course, did you pick up on any of that?
39
40 WIT: I heard after the order for emergency deep I heard a
41 course change. I don't remember in what direction it was.
42 Left or right.
43
44 LT KUSANO: Hmmm. You also reported that when you guys got
45 to the PD uh you heard various people saying no close
46 contacts I think you said that the ESM Operator stated no
47 close contacts?

1
2 WIT: As far as I remember sir.
3
4 LT KUSANO: Anyone from sonar?
5
6 WIT: Yes, sir. Sonar supervisor said no close contacts.
7
8 LT KUSANO: What exactly did he say, do you remember?
9
10 WIT: Say again?
11
12 LT KUSANO: What exactly did he say, do you remember what he
13 said?
14
15 WIT: Um, he said, reported no close contacts. Um upon
16 reaching periscope depth. And he is a follow up to the
17 visual and ESM search. Before preceding to PD, the sonar
18 supervisor will announce contacts that sonar holds. And he
19 did that, I remember him doing that.
20
21 LT KUSANO: He did. Okay.
22
23 WIT: Sonar holds the following contacts around the
24 bearings.
25
26 LT KUSANO: That is all the questions I have.
27
28 LT JOHNSON: I have a couple more that I will pass to the
29 CDR here. You are listening on the way up on the C & BT
30 blower is that right? Are you still on the broadband
31 listening for contacts?
32
33 WIT: Yes sir. Uh, upon forcing the air into the ballast
34 tanks during those ten seconds your tree is going to be
35 degraded a little bit. But on the rise to the surface I
36 was listening. Um, I don't know the effects of the flow
37 noise would have over it. It is a lot of things to way.
38 But I was looking and listening to the set.
39
40 LT JOHNSON: This is LT Johnson I didn't notify myself for
41 the recording operator over there. So you were... did you
42 take your head set off at anytime when they blew the tanks?
43 I know that it does get loud, it can blow your ear drums
44 out.
45
46 WIT: No sir.
47

1 LT JOHNSON: You just grin and bear it?
2
3 WIT: Yes sir. Sonar supervisor tends to get pretty upset
4 if you remove, take your ear phones off.
5
6 LT JOHNSON: Sure. And did you hear on the way up since
7 you were listening any engine noise screw noise or any type
8 of man made noise emitted in the water in front of you?
9 WIT: No sir.
10
11 LT JOHNSON: Because, eventually I think your range closed
12 to zero here. Is it possible in your mind that given the
13 contacts and I know that we didn't go over the log with you
14 I don't think there is any sense in it since we have
15 already been through it step by step for bearing um, given
16 the bearings is there any possibility in your mind that the
17 contact that you hit could have been sierra 13?
18
19 MR ROTH-ROFFY: Actually Tom Roth-Roffy maybe asked in a
20 neutral form "Do you have any idea if any of the contacts
21 you were tracking might have been the fishing vessel".
22
23 WIT: No sir. I don't have an idea of that. But there is
24 a possibility of what you were saying. It could have
25 happened that way. I don't, I don't see how, but it could
26 have.
27
28 LCDR SANTOMAURO: I can imagine that you are pretty
29 shocked, I mean here you are you come up and hit a contact
30 and your sitting there on a stack that is basically the
31 ships eyes and boom this thing that is a lot closer than
32 you ever thought it to be. Right?
33
34 WIT: Yes sir.
35
36 LCDR SANTOMAURO: So, I imagine for the last three or four
37 days that you probably spent a lot of time trying to figure
38 out what exactly could possibly occur. You probably gone
39 over I don't know how many times in your head and probably
40 come up with some ideas possibly how this contact magically
41 jumped into your, into the boxing ring with you and got
42 that close to you, for your defense. So um, I like to
43 maybe just pick your brain here a little bit and have you
44 share some of that with us and maybe we could come up with
45 some ideas from that.
46

1 WIT: My first, my first thought was that the contact was
2 dead in the water. We heard, we heard no fish finders. We
3 had no indication of that. Now they now they say that he
4 was not dead in the water so if he was putting noise into
5 the water, I would have heard him. I definitely would have
6 heard him. And I would have seen him. He would have been
7 hard to miss. At eleven knots a fishing trawler.
8
9 LCDR SANTOMAURO: Even an extremely you know fairly new
10 fishing trawler that's fairly new bow on, this guy is
11 coming bow on so his engine room is like behind the ship.
12 You know that would be a little bit reduced noise. I
13 imagine you have seen that situation before?
14
15 WIT: What was his aspect sir?
16
17 LCDR SANTOMAURO: He was basically at a starboard twenty
18 five, I believe. Okay that was the angle on the bow. His
19 stern is kind of away from you. Not exactly bow on. But,
20 have you had a situation like that before um, had you
21 noticed a difference in SNR or the ability to pick up a
22 contact like that?
23
24 WIT: Well, sure. Yes sir there is a lot of things that
25 can effect the sound quality. Environmental things
26 aspects, own ships noise.
27
28 LCDR SANTOMAURO: How long, about how long do you think ah,
29 it took for you to do the baffle clear? How long did that
30 take?
31
32 WIT: I'd say it took us about 3 to 5 minutes to get on the
33 second leg of the course coming from course north to course
34 south. Ah, we stayed on that course 5 or 7 minutes, and
35 then we went to PD on that course, as I remember it.
36
37 LCDR SANTOMAURO: Was it a typical baffle clear in your
38 mind?
39
40 WIT: No.
41
42 LCDR SANTOMAURO: Was there anything unusual about this
43 baffle clear?
44
45 WIT: Yes. We usually don't do baffle clears in one
46 direction. It is okay as long as you go over 120 degrees
47 to clear baffles but what we usually do is go we just

1 maneuver 60 to the right and 60 back to the other
2 direction. We usually just don't do in one direction,
3 baffle clearing preceding to PD. So that was the only
4 difference there.
5
6 LCDR SANTOMAURO: So that's abnormal, but that wouldn't
7 necessarily effect your ability to pick up a contact.
8
9 WIT: No. It's still effective baffle clear.
10
11 LCDR SANTOMAURO: Other than the ship being dead in the
12 water, which apparently it was not. Is there any anything
13 else that comes to mind at all that might lead you to come
14 to a conclusion a logical conclusion in this case as to why
15 or how it got that close?
16
17 WIT: No sir. I mean any answer I give you I would be
18 speculating and I don't see how it can happen. Unless we,
19 unless he was in fact one of the guys we were tracking.
20
21 LCDR SANTOMAURO: I don't have any more questions. Thanks.
22
23 CDR CACCIVIO: This is CDR Caccivio. What were your
24 actions on emergency deep?
25
26 WIT: I just -- normal acoustic search.
27
28 CDR CACCIVIO: Did you know that emergency deep was coming
29 before it did?
30
31 WIT: Yes I did.
32
33 CDR CACCIVIO: How did you know the emergency deep was
34 coming before?
35
36 WIT: Oh, I am sorry. I didn't know the emergency deep was
37 coming.
38
39 CDR CACCIVIO: Okay. So did you, so given the fact that
40 you didn't know the emergency deep was coming, did you
41 consider this to be a real emergency deep condition or a
42 training evolution?
43
44 WIT: A training evolution sir.
45
46 CDR CACCIVIO: Why did you consider it a training evolution
47 if it wasn't pre-briefed?

1
2 WIT: Uh, I have no answer for that sir.
3
4 CDR CACCIVIO: Okay. How would your action, would there
5 have been any special actions that you would have taken had
6 this been an actual emergency deep condition?
7
8 WIT: As far as I know there would be no other actions
9 taken, no other abnormal actions taken. Emergency deep
10 would indicate that we have a close aboard contact.
11
12 CDR CACCIVIO: Would you be required to use the broadband
13 operator to conduct a detailed search to identify any close
14 aboard contacts if you didn't have any previously during
15 emergency deep?
16
17 WIT: Yes sir. You would do your search um, to try to
18 locate the contact.
19
20 CDR CACCIVIO: Okay. So based upon the fact that you are
21 in sonar prior to hearing the announcement on the 1MC
22 "emergency deep" you did not have any contact you believe
23 or close abort contact or you would begin commencing a
24 search for a close aboard contact that you may have not
25 previously held?
26
27 WIT: Yes sir.
28
29 CDR CACCIVIO: So is it reasonable to believe that the
30 basis for the emergency deep would have been based on a
31 visual call vice a sonar call if you didn't know that you
32 held a close aboard contact?
33
34 WIT: Yes sir.
35
36 CDR CACCIVIO: Okay. Um, you stated that the CO ordered
37 emergency deep? Why, did you hear the CO's voice order
38 emergency deep?
39
40 WIT: It might have not been the CO sir. I just recall
41 somebody ordering emergency deep. I said the CO, I said
42 that to quickly.
43
44 CDR CACCIVIO: You stated that after the collision you
45 regained sierra 12, 13, and 14 and you gained the sinking
46 vessel. What sierra number was assigned to that sinking
47 vessel.

1
2 WIT: I believe it was sierra 16.
3
4 CDR CACCIVIO: Sierra 16?
5
6 WIT: Yes sir. Sierra 15. . . maybe. I don't recall sir.
7
8 CDR CACCIVIO: Would you like to consult the logs would
9 that help you?
10
11 (The witness reviewed the logs).
12
13 WIT: I am still not sure sir. But sierra 16 looks like
14 the one that it was.
15
16 CDR CACCIVIO: You said that you held a sinking vessel.
17 What did you base the classification of the vessel as being
18 a sinking vessel?
19
20 WIT: Um, by how it sounded.
21
22 CDR CACCIVIO: What sound did you hear from the vessel?
23
24 WIT: Air bubbles, water noises. I assumed it was the ship
25 that we hit.
26
27 CDR CACCIVIO: So at some point did the sinking vessel
28 fade?
29
30 WIT: Yes it did, shortly after.
31
32 CDR CACCIVIO: Okay. Is there a contact in the log
33 classified as a sinking vessel?
34
35 WIT: No sir.
36
37 CDR CACCIVIO: Were there any remarks indicating that a
38 contact was fading due to breaking up and sinking?
39
40 WIT: No sir. It says sierra 16 was gained and faded.
41
42 CDR CACCIVIO: Okay. What was the bearing for sierra one
43 six?
44
45 WIT: One seven four.
46

1 CDR CACCIVIO: Okay. When did the sonar supervisor Petty
2 Officer McGiboney get relieved?
3
4 WIT: Directly after the collision.
5
6 CDR CACCIVIO: I'd like you to think back about your answer
7 there. Are you sure he didn't get relieved before the
8 collision?
9
10 WIT: I'm sure.
11
12 CDR CACCIVIO: Okay. So he was relieved as a result of the
13 collision. Or I should say, I should rephrase that he got
14 himself relieved immediately following the collision.
15
16 WIT: Yes sir.
17
18 CDR CACCIVIO: Okay. Initially you said that you came on
19 watch at 0930.
20
21 WIT: Roughly sir. I don't remember the exact time.
22
23 CDR CACCIVIO: Why did you come on watch at 0930? Is that
24 the time you normally start a watch?
25
26 WIT: I wasn't on the watchbill sir. I wasn't doing
27 anything else. So I relieved.
28
29 CDR CACCIVIO: Why did you relieve the on watch broadband
30 operator?
31
32 WIT: I believe sir so that he could rotate out on the
33 fathometer. I am not sure sir. I was just sitting around.
34
35 CDR CACCIVIO: Were you doing this out of the goodness of
36 your heart or were you directed to relieve the broad band
37 operator?
38
39 WIT: I wasn't directed sir. I just decided to go in there
40 and relieve.
41
42 CDR CACCIVIO: And so you were on watch from 0930 until the
43 accident?
44
45 WIT: Until shortly after the accident.
46
47 CDR CACCIVIO: You were not relieved for lunch?

1
2 WIT: I don't remember eating sir.
3
4 CDR CACCIVIO: Okay. Were you on the watchbill?
5
6 WIT: No sir.
7
8 CDR CACCIVIO: Did you gain sonar supervisor's permission
9 prior to relieving the watch?
10 WIT: Yes sir.
11
12 CDR CACCIVIO: Do you have a feel for whether the ambient
13 noise was high or low that day?
14
15 WIT: I couldn't recall sir. I have no feel for that.
16
17 CDR CACCIVIO: Were you having any difficulty
18 distinguishing contacts amongst biologics?
19
20 WIT: There were biologics sir. I wasn't having trouble
21 distinguishing.
22
23 CDR CACCIVIO: Did you feel that you were able to handle
24 all the contacts that were assigned to your console?
25
26 WIT: Definitely sir
27
28 CDR CACCIVIO: At any time did you feel that you were
29 overloaded that there were too many contacts?
30
31 WIT: No sir.
32
33 CDR CACCIVIO: How many operators are normally on watch in
34 sonar?
35
36 WIT: With the rays not deployed three operators and one
37 supervisor.
38
39 CDR CACCIVIO: What are the positions of those operators?
40
41 WIT: Passive broadband, workload share, an extra operator,
42 who would operate the auxiliary equipment or help rotate
43 the duty operator.
44
45 CDR CACCIVIO: That would be four operators. The sonar
46 supervisor, broadband, workload share, and then an
47 auxiliary operator?

1
2 WIT: Right, I am sorry. I didn't count the sonar
3 supervisor in that.
4
5 CDR CACCIVIO: Sonar supervisor previously stated the
6 qualified broadband, workload operator was secured. Did
7 you realize that you had an unqualified operator sitting
8 workload share sitting next to you?
9
10 WIT: Yes I did sir.
11
12 CDR CACCIVIO: Did that concern you that you were missing a
13 qualified person in the sonar shack?
14
15 WIT: No sir.
16
17 CDR CACCIVIO: Why did that not concern you?
18
19 WIT: Because the display he is looking at is the same one
20 that I had in front of me. He's he's a backup to me. And
21 he also does classification for contacts. As far as safety
22 of the ship it didn't concern me.
23
24 CDR CACCIVIO: How many contacts can you handle as
25 broadband operator and maintain safety of the ship?
26
27 WIT: Um, five to six sir. With confidence.
28
29 CDR CACCIVIO: So if you were to track five to six contacts
30 would you have sufficient trackers to place all those
31 contacts in automatic target following?
32
33 WIT: No sir.
34
35 CDR CACCIVIO: So you would have to time share trackers?
36
37 WIT: Yes sir.
38
39 CDR CACCIVIO: Is time sharing trackers, is that an easy
40 evolution or is that a maintenance what I would call a
41 maintenance evolution for maintaining the contacts?
42
43 WIT: Close attention is needed but it is not very
44 difficult sir.
45

1 CDR CACCIVIO: So if you had to time share trackers between
2 five to six contacts would that allow you to conduct an
3 adequate search for new contacts?
4
5 WIT: Yes sir.
6
7 CDR CACCIVIO: That is all I have.
8
9 LT JOHNSON: I have one. Is there a standing order of any
10 direction as to your action, as to what you should be doing
11 as soon as you hear the emergency deep order?
12
13 WIT: Not that I am aware of sir.
14
15 LT JOHNSON: You are not aware of any guidelines governing
16 what to do if you hear emergency deep?
17
18 WIT: Possibly in BZ one OP guidelines. I don't know of
19 any standing order for that sir, as far as sonar operator.
20
21 LT JOHNSON: Okay. Have you read the CO's standing orders?
22
23 WIT: No sir.
24
25 LT JOHNSON: You have never seen the CO's standing orders?
26
27 WIT: I have seen some sir. I haven't read a lot of the
28 standing orders sir.
29
30 LT JOHNSON: How long have you been on submarines?
31
32 WIT: Approximately a year and six months, seven months.
33
34 LT JOHNSON: How old are you?
35
36 WIT: 22.
37
38 LT JOHNSON: 22. And your education.
39
40 WIT: Say again sir.
41
42 LT JOHNSON: I'm sorry. I am going into someone else's
43 area there. I have another question here, but I am trying
44 to read my scribble here to see what it was. That is all.
45
46 MR. WOODY: Um, I have those personnel questions to ask if
47 we are done with the technical ones?

1
2 LT JOHNSON: I'm done.
3
4 MR. WOODY: Bill Woody, Safety Board. We have a list of
5 personal things that we ask in accident investigations.
6 Now, I believe that on your ship they prepared a form for
7 you to fill out on what you have been doing the past 72
8 hours. Are you familiar with that form? Have you brought
9 it with you?
10
11 WIT: Ah yes, sir. I have seen it and I did not bring it
12 with me.
13
14 MR. WOODY: Do you still have it?
15
16 WIT: It is onboard sir.
17
18 MR. WOODY: Then you can bring that to us tomorrow. We
19 will let those questions go then. If you would just get
20 those questions to us, we would appreciate it.
21
22 WIT: Yes, sir.
23
24 MR. WOODY: Okay. Um, I think you gave us one of those
25 questions, your age 22, and your height and weight?
26
27 WIT: 5'9". Last time I weighed myself about 175.
28
29 MR. WOODY: 175. Okay. And you said that you have been on
30 submarines for a year and a half?
31
32 WIT: Approximately.
33
34 MR. WOODY: Yeah. How long have you been in the Navy?
35
36 WIT: Since September 10th, 98.
37
38 MR. WOODY: Okay. Just recount to us briefly about your
39 navy career up to this time.
40
41 WIT: Basic training. Basic Enlisted Submarine School. ST
42 "A" School.
43
44 MR. WOODY: ST "A" School?
45

1 WIT: Right. Then I got to the boat. I reported to the
2 boat and do you want schools given to me since I have been
3 in the Navy.
4
5 MR. WOODY: No. I think we got the basic things basic
6 courses that you need. Now, can you tell us about your
7 education before you came into the Navy?
8
9 WIT: High School graduate. Went to college for one
10 semester maybe.
11
12 MR. WOODY: Were you following any kind of a program at
13 that time?
14
15 WIT: No sir, just basics.
16
17 MR. WOODY: Just basics. First year of college, okay.
18 Okay. And um, so you reported to the ship and you have
19 been on the ship ever since? And this is your first ship?
20
21 WIT: Yes sir.
22
23 MR. WOODY: I see that you have been qualified over for
24 over a year. Is that in sonar or is that in submarines?
25
26 WIT: That is in sonar sir.
27
28 MR. WOODY: How long have you been qualified in submarines?
29 When was it?
30
31 WIT: Since June of 99. June 10th.
32
33 MR. WOODY: Okay. What is your typical work rest cycle oh
34 that would be on your form. Okay. How is your health?
35
36 WIT: Good sir.
37
38 MR. WOODY: Good. Are you under any doctor's requirements
39 to take medication?
40
41 WIT: No sir.
42
43 MR. WOODY: Do you take any self medications such as cold
44 medicines or anything like that?
45
46 WIT: No sir. None. Not at the moment sir.
47

1 MR. WOODY: Do you need to wear glasses?
2
3 WIT: No sir.
4
5 MR. WOODY: We always ask this question. Have there been
6 any, not this sinking, but have there been any events in
7 your life say in the last month or so that have been
8 troubling excluding the accident of course that have been
9 troubling, depressing, or on the other hand exhilarating?
10 Real good news, anything like that. Any highs and lows?
11
12 WIT: Um, my wife got a pay raise. Other than that no sir.
13
14 MR. WOODY: God bless her. Did you find the passengers to
15 be distracting to your duties that day?
16
17 WIT: Say again.
18
19 MR. WOODY: I should say the civilian guests, did you find
20 them to be in any way distracting to your sonar duties?
21
22 WIT: No sir.
23
24 MR. WOODY: I am talking when they were outside the sonar
25 room?
26
27 WIT: No sir. I didn't hear them at all.
28
29 MR. WOODY: When you are underway what is your typical work
30 rest cycle?
31
32 WIT: 6 on 12 off.
33
34 MR. WOODY: When you are off duty do you have any other
35 duties such as to clean the ship or make repairs?
36
37 WIT: Underway sir?
38
39 MR. WOODY: Yes.
40
41 WIT: Usually after watch, depending on what you have; half
42 hour clean up or up to two hours cleanup after watch and ah
43 sometimes collateral duties. Parts that need to be
44 ordered, inventories. Just miscellaneous things that come
45 up.
46

1 MR. WOODY: I think we have everything we need. Thank you
2 very much.
3
4 MR. ROTH-ROFFY: Tom Roth-Roffy, I have one or two
5 questions for you. Regarding your qualifications as a
6 sonarman. My understanding is there are various levels of
7 qualification cards that you have to precede through could
8 you just describe those and tell us at what level you are?
9
10 WIT: Yes sir. When checking on board you will be given
11 the sonar operator qual card. Passive broadband qual card.
12 Next would be classification or class operator. And next
13 after that would be active operator. And then following
14 after that would be auxiliary operator which is advanced
15 sonar operator. And at the moment now sir I am almost
16 finished with auxiliary operator. That's on the busy one
17 side, you also have other qual cards in there.
18
19 MR. ROTH-ROFFY: Such as?
20
21 WIT: Such as towed array workstation qual card for the air
22 CI, the auxiliary workstation qual card which focuses on
23 narrow band.
24
25 MR. ROTH-ROFFY: And how about the spectrum analyzer is
26 that also under the auxiliary operator?
27
28 WIT: That's, yes. That is included in the auxiliary
29 operator.
30
31 MR. ROTH-ROFFY: Now is there a separate qual card for the
32 fathometer?
33
34 WIT: Yes sir.
35
36 MR. ROTH-ROFFY: Okay. Would that be performed after the
37 auxiliary operator?
38
39 WIT: No. That would be performed in conjunction with the
40 broad, passive broadband, guys usually get qualified pretty
41 shortly after.
42
43 MR. ROTH-ROFFY: And regarding the attention level that you
44 find that you have to give to your duties when you are
45 standing the watch, you know watching your screens, uh how
46 would you characterize that? Does it require your full
47 attention? A high level of attention or is it something

1 you could be thinking about other things while you are
2 doing this?
3
4 WIT: Well, it depends on if you have contacts or not. You
5 are always doing visual and acoustic search and display.
6 When you are transiting and there are no contacts around
7 you are still doing your search. But you are not as
8 intense as you would be having contacts even just one
9 contact. You are going to be analyzing that contact.
10
11 MR. ROTH-ROFFY: So on the period of time before the
12 accident you had three contacts. Did it require your full
13 attention to ah track these contacts?
14
15 WIT: Yes sir.
16
17 MR. ROTH-ROFFY: During your watch is there any time that
18 you take breaks to relax a little bit to recover, is that a
19 routine thing or is it, do you have a way of signaling when
20 you need to rest your mind or recover a little bit or how
21 does that work?
22
23 WIT: Yes sir. Approximately every two hours underway we
24 will rotate through. Giving the guys a break off the stack
25 because it is hard to sit there and stare at it for two
26 hours. We rotate frequently.
27
28 MR. ROTH-ROFFY: So if you are standing the broadband watch
29 you could typically stand and watch those screens intensely
30 for a two hour period? Is that correct?
31 Requiring a high level of attention required.
32
33 WIT: Yes sir. More if needed. Depending on the person.
34
35 MR. ROTH-ROFFY: Do you feel that is tiring or stressful to
36 do that?
37
38 WIT: I don't sir.
39
40 MR. WOODY: Do you recall at all any orders at all for
41 going to 150 feet?
42
43 WIT: I believe so sir. Before we went to periscope depth
44 we went to 150 feet.
45
46 MR. WOODY: This is on the way up?
47

1 WIT: I believe so sir.
2
3 MR. WOODY: Now when emergency deep was announced did they
4 call for a depth?
5
6 WIT: Not that I recall sir.
7
8 MR. WOODY: You just heard the word emergency deep?
9
10 WIT: Yes sir.
11
12 MR. WOODY: What was the next thing you heard regarding
13 depth? Did you hear 150 feet or 400 feet?
14
15 WIT: I don't remember hearing anything.
16
17 MR. WOODY: You don't remember hearing anything. Is it
18 customary when the ship is going to go to periscope depth
19 for the Conning Officer or the OOD to ask for sonar to do a
20 sweep around or report all contacts. Is that a standard
21 thing?
22
23 WIT: Yes sir.
24
25 MR. WOODY: It is. And that's what you said did not happen
26 in this occasion?
27
28 WIT: No, I said that it did happen.
29
30 MR. WOODY: It did not happen?
31
32 WIT: It did happen.
33
34 MR. WOODY: It did happen.
35
36 WIT: Yes, sonar gave a round of bearings and reported all
37 contacts.
38
39 MR. WOODY: Yes, you said that they gave a round of
40 bearings. Somehow I learned how that was initiated. It
41 was called for though? By the OOD.
42
43 WIT: Yes sir.
44
45 MR. WOODY: Okay. That is all I have.
46

1 MR. ROTH-ROFFY: Anybody else have any further questions.
2 Okay, this is Tom Roth-Roffy and time is about 1631 and
3 this brings the interview of Petty Officer Bowie to a
4 close. Thank you very much. Thank you for your patience
5 and time.